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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XX • NUMBER 1 • SEPTEMBER/OCTOBER 2001



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: We ended our 2000-2001 publishing year on August 31 with 659 paying members! This is the highest membership in the Club's 21 year history. Thanks for your all your support....sending me photos, articles, tech tips, parts ads, hosting club meets and for your words of encouragement.

Every day my mail box is filled with around 30 to 50 renewal letters and checks. Thanks. For our overseas members, US postal rates went up last January 1st and there no longer is a surface rate. ALL Torque Tubes mailed overseas go by air mail. So there is no longer our old \$35/year surface rate. ALL overseas subscriptions are \$40. And getting your local bank to issue a US dollar check is expensive, so many overseas members send me two \$20 bills. So far this has worked 100% of the time. We've never had any money lost ever.

Back issues of the Torque Tube are still available. See our ad at the back of this issue. Because of increased mailing costs, the price is now \$5 per back copy postpaid.

Bill Deibert (#1577) reports he is a fan of old movies and happened to be watching "Blondie Plays Cupid" on the AMC (American Movie Classics) channel. The car featured in the movie was a 1937 Buick Phaeton with dual sidemounts. So those of you with this model might want to view the film.

Mal Oneill (#1425) in England bought this master cylinder

repair kit at a swap meet several years ago. He bought it because it looked like it would fit his '37 Special. But he has not tried it. Does any member know if it fits a '37 or '38 Buick? If so, let Mal know at his e-mail address buickmal@lineone.net. Thanks.

New member **Bob Horvath** (#1596) in Libertyville, Illinois owns this black sidemounted

'38 Limited Model 90 Touring Sedan. Buick made 706 Model 90's, the most popular Limited.

Just read in the local newspaper about the death of a young 23 year old man who died when the car he was working on fell off the jack and he

was crushed to death. The two safety points I never forget when working on cars is:

1. Never go under a car without first supporting it with a jack stands.
2. Never work on a car using an incandescent trouble light. Use a florescent light instead. An-



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



other death etched this into my memory. Some gasoline from the gas tank spilled on the incandescent bulb, causing a fire that resulted in another young man's death.

A message to members. Do any McLaughlin-Buicks owners need new reproduction '37, '38, '39 or 1940 McLaughlin-Buick hubcaps? If so, **Dan Lash** (#1468) needs a minimum order of 200 before they can be made by Bill Hirsch in New Jersey. He requires 1/3 of the order be paid in advance. The cost is \$60 each in US funds. If interested, contact Dan Lash at:

20784 Cannon Dr.

Clinton Twp. MI 48038

Phone: (810) 468-2037

E-mail: LASHBUICK37@AOL.COM

This black and white period photo of a man standing next to a '37 Buick was offered for sale



on eBay Internet Auction. It appeared to be out of a photo album. Don't know if it sold or not. Thanks to **Charles Jekofsky** (#524) in Roseberg, Oregon for sending this.

Greg Field (#1500) in Los Angeles took these photos of a folding rear windshield (windscreen) he saw on a 1937 Roadmaster convertible sedan at a 1977 Buick Meet in England.

David Gelinas (#1078) recently came across an interesting web site called Dismuke's Virtual Talking Machine. David says it's an excellent site that this gentleman has put together of his 78 rpm record collection. He has many recordings that you can listen to or download from the site. Many of his recordings are from the 1930's era. I think the membership would find this enjoyable. It definitely will take them back to the time of our Buicks. He also



≡TORQUE TUBE≡

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

The TORQUE TUBE

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has a links page that will take you to other music web sites. Some from the same time period. I went to a few of them but I felt Dismuke's was still the best. That web site address is:

<http://dismuke.simplenet.com/>

This photo of a 1938 Buick was shown on page 2 of the last Torque Tube with the comment that someone sent it to me via the Internet and that I was curious if it was a member's car. **Steve DeClario** (#59) in New Jersey thought it might be his because of the unusual grille guard.

The front of both cars look similar, but the colors are different. One is red or maroon and Steve's is black and has a cowl mounted antenna. So the red or maroon '38 Buick still remains a mystery.

Our Buicks left the factory with bab-bitt bearings. **Question:** When did Buick adopted insert bearings? **Answer:** Bab-bitt bearings were used through 1948 and approximately 5,000 engines at the start of 1949 production. Engines after that had replaceable insert bearings.

A message worth repeating from **George Girot** (#1495): "You probably saved me an engine rebuild by publishing a letter from a member who got his car running after a long storage and burned out the bearings because sludge in the pan clogged the oil pump screen. After reading this, I dropped my pan and not only found 1/2 inch (1.26 cm) of sludge in the bottom of the pan, but also that the oil pump screen was 80% clogged."

Bill Bailey (#1545) in Dallas, Texas writes: "I am sorry to report the death of a '38 Buick Special 4-Door Sedan with 44K original miles. It was consumed in a garage fire in Arlington, TX. The fire was hot enough to melt the grille and door handles. The carburetor exploded. Fortunately, the fuel tank did not explode. The garage roof fell in on the car. Unfortunately the owner had just purchased the car and did not have fire insurance on it yet. It will need a complete frame-off restoration to bring it back to like new. My guess is that it will become a parts car now."

Truth in Advertising! Have received a complaint that some parts for sale advertised as NOS are not! NOS stands for New Old Stock which

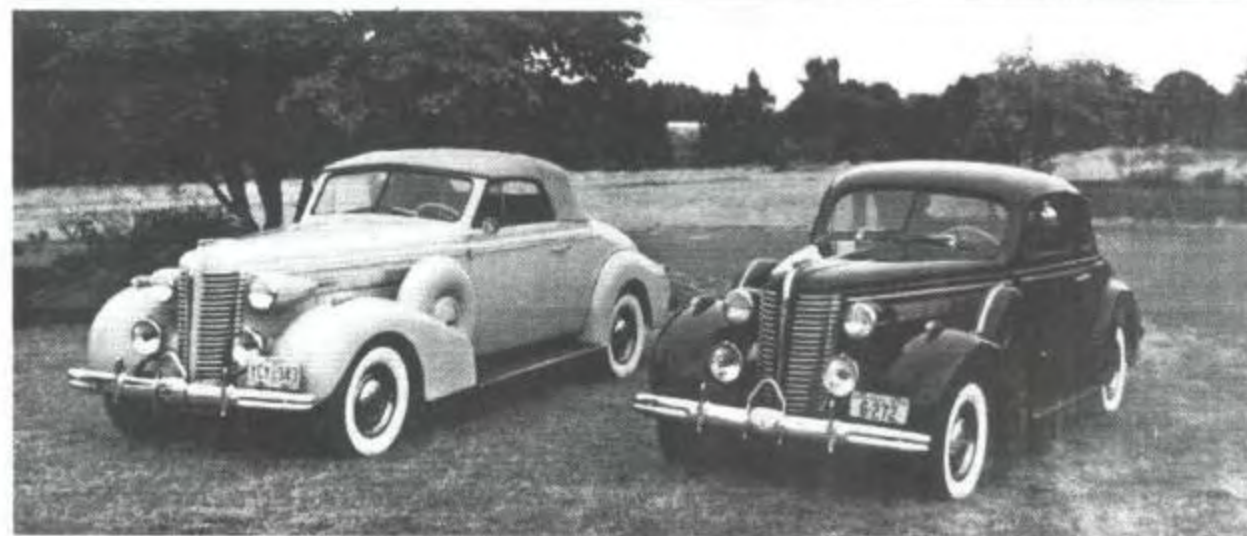


means the parts are unused and have been stored for years, often in the original box. So they look almost new and may show the effects of long storage. They are not used parts!

Peter Breitenstein (#989) in Namibia, Africa writes: "Here's a photo of my '38 Century in 'Safari' look. Once a year our club, the 'Old Wheelers Club of Namibia' hold a rally to Dordabis, which is a tiny village about 100 miles away, where we are treated to a 'homecooked' meal by the local farming community. As we did not want to drive home in the dark, we decided to fit our roof tent on the Buick and stay the night."



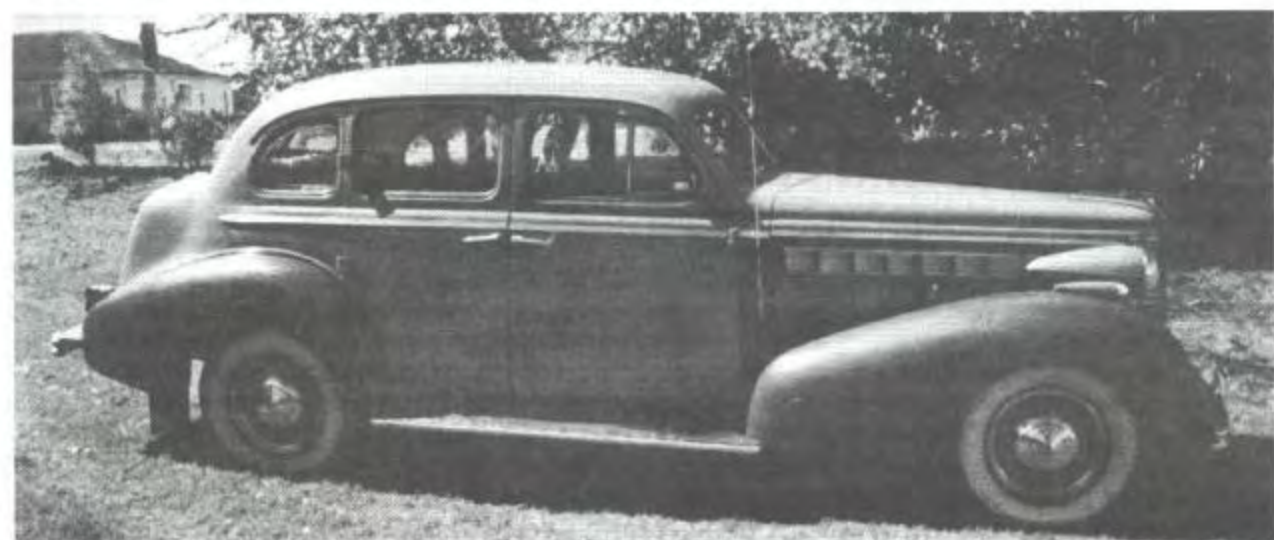
This 1938 Century Sedan Model 61 was recently purchased by new member **Pierce Fleming** (#1602) in Golden Valley, Minnesota. Pierce is hoping to learn more about his Century by joining us. Welcome to the Club Pierce.



These two 1938 Century's had ground-up restorations 20 years apart by Doug Nelson (#51) in Salem, Oregon. Doug recently finished the convertible coupe and drove it to the Western Meet in Seattle last June. It is painted biege with red wheels and looks beautiful. Both cars are driven to events. They appeared together for the first time at a recent event in Dallas, OR. Doug's 21 year old son drove the coupe which he has grown up with. And it will be his one day!



This 1939 Special Sport Coupe Model 46S was recently purchased by **Curtiss Burr** (#1599) in Watertown, CT. It has the fold-down jump seats. They fold down so that the back rest is under the rear window instead of under the quarter window as on 37/38 sport coupes. This car had a body-off-the-frame restoration in 1994. The car is immaculate and everything works. Curtiss says it was in the right place at the right time at the right price.



Member **Andy Moreland** (#1423) in Hamilton, New Zealand owned a '37 Special sedan and recently added a '38 Special sedan to his collection. It's in original condition, the engine runs good but the car needs "tidying-up." Andy uses the car for outings around Hamilton, the capitol of New Zealand. Buick once had an plant near there and that's where these cars were assembled after being shipped from the USA.

This French bodied 1938 Special Convertible Coupe featured on the cover of the January/February Torque Tube has been sold. It belonged to **Len Peterson** (#1559) in New Hampshire who bought it in 1967. It sold at the Kruse/eBay auction in Auburn, Indiana in September for \$35,000.



CLASSIC CAR OWNER'S DRIVE FOR US HEROES

September 11, 2001 ... 10:10 AM
declare war on the world



BIG-HEARTED Malcolm O'Neill did his bit for the victims of the terrorist attacks in America. Mr O'Neill, from Bishop Auckland, County Durham, was spurred into action when he saw pictures of the tragedy unfolding. A classic car lover, he gained permission from Darlington Borough Council to drive his 1938 Buick into the town's Market Cross area - much to the interest of one young admirer, above. Mr O'Neill spent Saturday collecting donations from the public. The cash collected is to be sent to the emergency and rescue services in America. Picture: MIKE LIRWIN

One of our English members collected money for the people of New York. He stuck newspaper photos of the tragedy on the side of his car and raised over \$550. A little girl about 4 years old came by and looking up at her mom asked: "Can I have my pocket money? I want to put some in the bucket." Then she asked her mom: "How much should I put in?" Her mom replied, "It's up to you." The little girl said: "I want to be kind. Will 5 pence (a few pennies) be enough?" Goes to show there's still good in this world.

Harvey

SCOTLAND'S DELIGHT

By Bill Whyte (#968) - Scotland

The black '38 Century convertible coupe Model 66C on both covers belongs to **Bill Whyte** (#968) in Scotland: "The photos were taken at a rally in Montrose, Scotland. The car is in front of a retail furniture shop. The owners were related to David Buick whose hometown of Arbroath is only a few miles away. Buick is a common name in this area. The natives were very impressed with this car."

"Points to note: The turn indicators are from a motorcycle. The side repeater, below the mirror, was fitted when the semaphore arm turn indicators were discarded. The car originally of course had no turn indicators when it arrived in this country in 1938. The Buick dealers, Lendrum & Hartman, fitted semaphore arm turn indicators (and also chromed the

rocker cover and spark plug cover)."

"The magnificent running boards are courtesy of Hunley Acuff in Georgia USA. There are new tyres under the sidemount covers, but they only fit when deflated as the original tyres had flat sided walls while modern tyres have rounded walls."

"I recently had a puncture which was caused by a beauty ring cutting into the valve stem, perhaps a common problem?" (ED: I also had this problem. Be careful to put the beauty rings on so they do not touch the valve stem and are on tight enough so they don't move).

"The Buick 8 badge was not originally fitted to this car as there was no hole in the front bumper. The number plate is original and has survived undamaged in its below-the-bumper position."



AN INTERESTING LETTER

By the Editor

Thanks to Bill Whyte (#968) in Scotland for sharing this letter.

LENDRUM & HARTMAN LTD

SOLE CONCESSIONAIRES: GREAT BRITAIN, IRELAND, SWITZERLAND, CATHOLIC, LA SALLE
BUICK HOUSE, ALBEMARLE STREET, LONDON, W.1



10th August 1937

Mr. Weldon A. Garney,

Weldon,
Missouri,
(Mo).
U.S.A.

Dear Sir,

We thank you for your valued enquiry by letter dated June 29th, and as requested, have pleasure in sending you literature covering the current Buick Models that we are now listing here in the British Isles.

All the Fixed-Head Body styles are supplied and specially finished for this market by General Motors of Canada, but the Convertible Models are supplied from the Buick Factory at Flint, with the exception of one Car illustrated, the "Albemarle" Coupe, which is a four/five Seater, Drop-Head Body built in England and mounted on Chassis we import.

All Models listed in England are equipped with two spare wheels carried one in each fender-well, and the equipment is included in the printed list-prices, which you will notice from our specifications, and that the Fixed-Head Saloon Models, where mentioned as a Leather-trim, have optional equipment at extra charge - this is English Leather sent out to the Canadian Factory.

As you are aware, in about 2 1/2 to 3 months' time, a New Buick Series will be available, but, of course, we are not in a position to give any detailed information concerning this, as at the moment, we are still awaiting the information from the Factories.

This 1937 letter from Lendrum & Hartman Ltd, the Buick concessionaire for the UK, confirms that all "Fixed Head Body styles" (closed cars) sold in the UK were supplied by McLaughlin-Buick in Canada. And all these imported Buicks had dual sidemounts.

1937-1938 Buick convertible coupes and convertible sedans imported into the UK were assembled in Flint, Michigan. The one convertible coupe body not imported was the "Albemarle" coupe, a Drop-Head body (convertible coupe) built in England, probably on an imported Buick convertible coupe chassis.

Australia, Sweden, U.K. and other countries often imported the car minus the body and installed their own. This RHD chassis is a Special as indicated by the tall, round air filter. Big Series cars did not use this type of air filter.

-2-

Mr. Weldon A. Garney,

10th August 1937.

The prices printed in the literature are for delivery-London, but in addition, there is a registration-tax which varies according to the period of year the registration is required for.

On the smaller Buick Series 40, the registration license for a full year is £23. 5. 0., and under Series 80, 90 and 90 - the larger engine Models, is £28. 10. 0.

Of course, all Cars are right-hand drive and are duty-paid.

We shall be pleased to give you any further details and information you may require on hearing further from you, and would mention that information can also be obtained from the Office of -

General Motors Corporation,
Foreign Distributors Division,
1775, Broadway,
NEW YORK, U.S.A.

marked for the attention of Mr. Stockfleth.

Again thanking you for your valued enquiry.

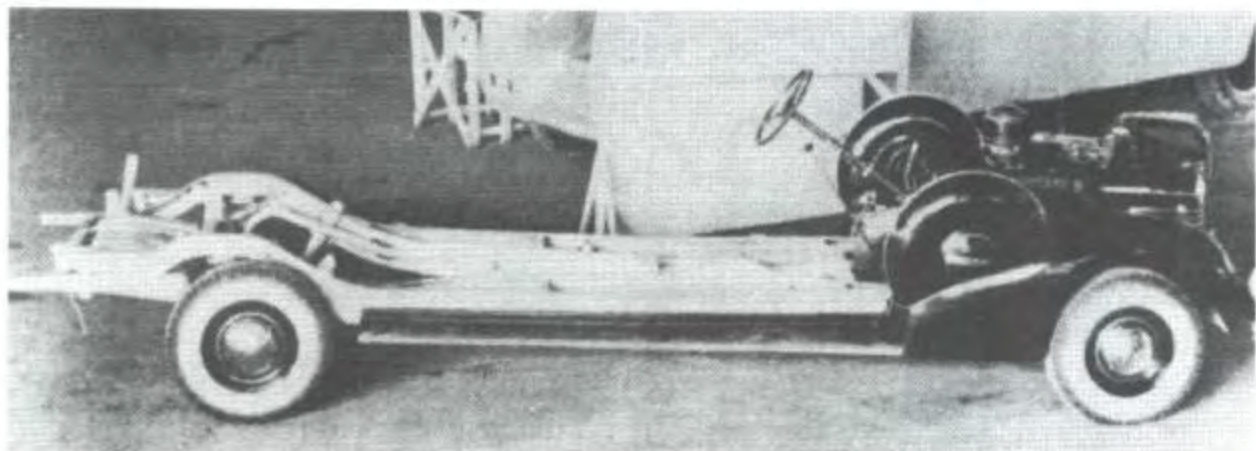
We are,
Yours faithfully,
LENDRUM & HARTMAN LTD.

H. B. B. B.
Wholesale Manager.

Terry Dunham, Buick author and historian commented on this letter. He replied:

"First, I am glad the letter exists. I have not seen it before and I think its very interesting. I was aware that all the L&H non-convertible models were built by McLaughlin, and that the L&H convertibles came from the USA. That has been borne out several times by people in the U.K. with convertibles purchased from L&H when they were new."

"I knew the 'Albemarle Coupe' was a custom body job built in England, but I do not know where the chassis came from. The letter says 'imported' but imported from where? Buick here in the USA was exporting chassis units at that time, and did quite a little business with them. It may be that the chassis came from here, but I can't verify that."



"The L&H Albemarle Coupe is named after the street L&H was located on in London. I visited the street, saw the old L&H building and interviewed several long time L&H employees in 1979 when I traveled to England to do research for the Buick Book. The history of L&H is fascinating!"

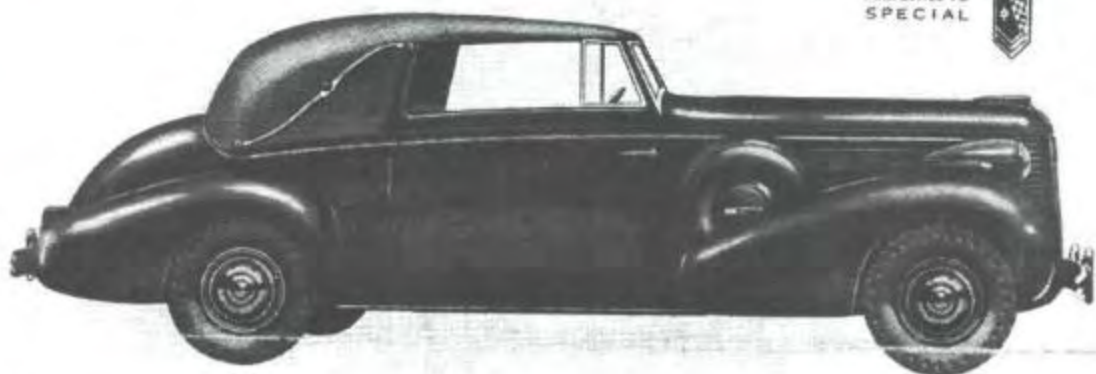
"I found it very interesting to learn that the 'English Leather' available as an optional item, was actually shipped to McLaughlin from England, for installation. I don't think that fact is known anymore."

"I did not know that all Buicks sold by L&H

were side mount jobs. I knew the catalogs showed them that way, but didn't realize that they were available no other way."

"It is interesting to note too that L&H replied direct to Mr. Garney, instead of referring the letter to General Motors, as is referenced near the end of the letter. He was probably a potential retail customer, ready to travel to England, and wanted to know about purchasing a car there."

"All in all, I think this letter is a 'jewel.' I am glad **Bill Whyte** (#968) shared it with the Club as it confirms and documents a number of really neat things about the L&H Buicks in the mid 1930's."



Buick 8
M.O. Series 40
SPECIAL



THE ALBEMARLE COUPE (on Model 40 Special Chassis, 122 in. Wheelbase, London Coach-built Body). Five-seater Drop-Head close-coupled Coupe. The folding head can be readily lowered and folds almost flat. Front seats are adjustable, bucket type, and rear seat holds three passengers in comfort. Extra wide doors make front and rear seats easily accessible.

Colour schemes available are Black, Blue, Grey or Maroon with leather upholstery and twill hood to tone. Equipment includes six steel disc-type wheels with metal covers for spares, safety glass, double windscreen wipers, dash clock, electric direction indicators, built-in luggage compartment at rear, bumpers, etc.

FOR PRICES, SEE SEPARATE SHEET

THE King's CAR

By the Editor



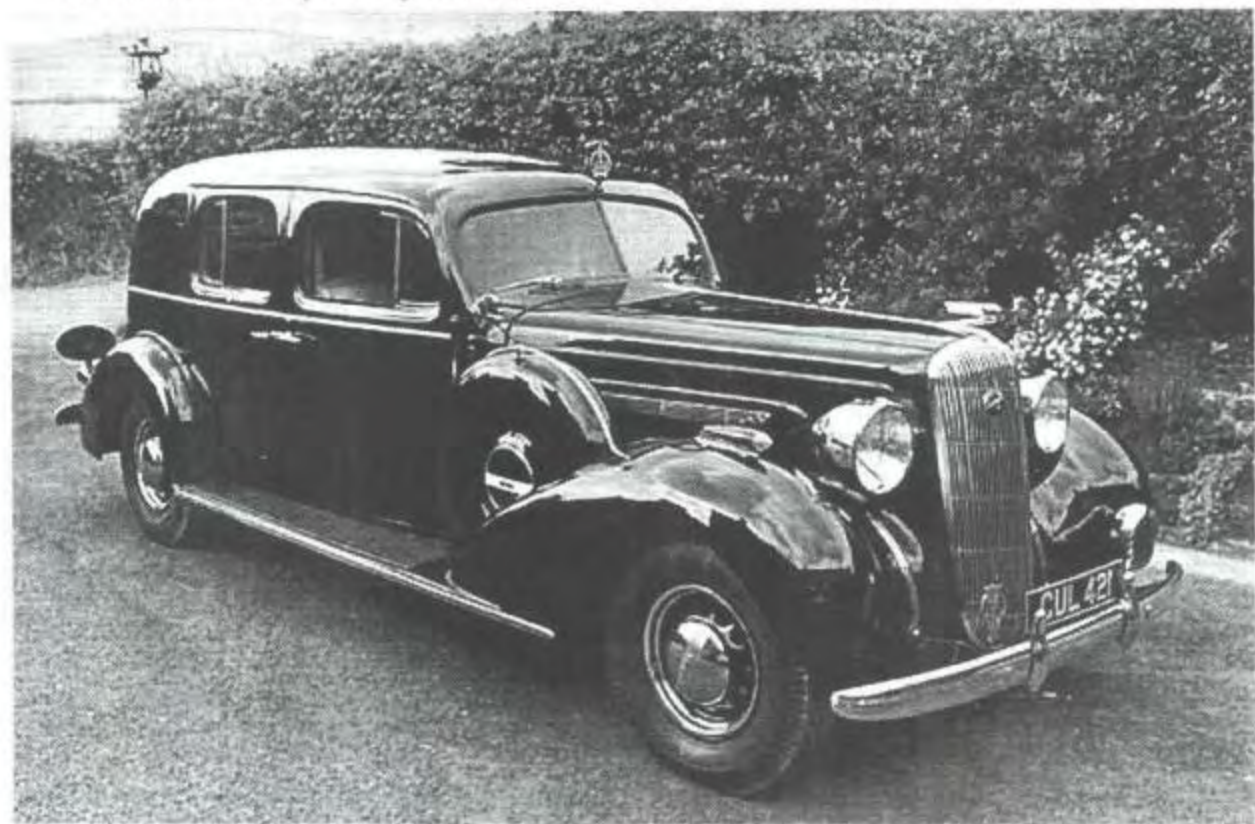
This 1936 Buick Limited Model 90L, license number CLU 421, was ordered in 1935 by the heir to the British throne, Prince Edward.

This is how it looks today. Notice the lights above the bumper have been changed.

The car was owned by Italian jeweler and noted

Buick collector Nicola Bulgari from 1969 to 1987. It was offered for sale in September, on the eBay Internet Auction. It was bid to \$37,500, but did not sell.

The British population was upset when they learned Edward had chosen a foreign car to travel around the country. The matter was even debated



(continued from page 10)

in the House of Lords, but he had his way and this is the car that he took delivery of. It was the first foreign made car ever to have been owned by a British king.

The newfound preference for American-designed cars, even though Canadian built, irked Daimler, the traditional purveyor of Royal cars.

Especially when it became clear that the British Buick Concessionaire, Lendrum & Hartman spared no effort when it came to after-market sales support. They even had one of their employees service and maintain the vehicle at no expense to the Crown. Here the new car is shown parked in front of Lendrum and Hartman with Mrs. Simpson's Roadmaster behind it.

Back in 1935, Prince Edward had decided that he needed a fast, reliable long distance limousine built and equipped to his own specifications, and he was convinced that the obvious British candidates, such as Daimler, would not be capable of supplying him with such a car.

Late in the summer of 1935, Edward walked into the London showroom of the Buick dealer, Lendrum & Hartman, and asked to see Captain Hartman to discuss his requirements. There were further discussions back at the palace, and eventually the specifications were set. The Royal customer would order a 1936 Model 90L limousine, modified by the McLaughlin Company in Canada, still part of the Empire, so not subject to import tax. He also ordered a Roadmaster as a gift for Mrs. Simpson.

The modifications included filling in the rear quarter windows and replacing the rear window with a smaller one. Electrically operated silk curtains were fitted to ensure complete privacy.

Accessories include mirrors, reading lights, a cocktail set including ice tongs and lemon knife, picnic trays, silver cigarette and tobacco boxes, a clock, a radio and sliding drawers to hold London telephone books.

Note the chromed air cleaner, valve and spark plug covers. Apparently it was standard procedure for Lendrum & Hartman to chrome the valve and spark plug covers on the Buicks they sold. **Bill Whyte's** (#968) 38-66C in Scotland has both covers chromed.

During the months that the car was being built, King George V died and he became Edward VIII in the eyes of the world, even though he couldn't officially become the king until a Coro-

The new Buick sitting outside the London based supplier, Lendrum & Hartman



(continued from page 11)

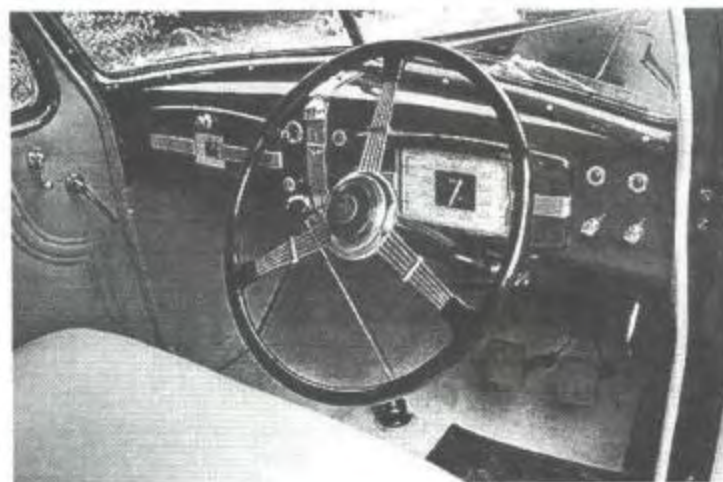
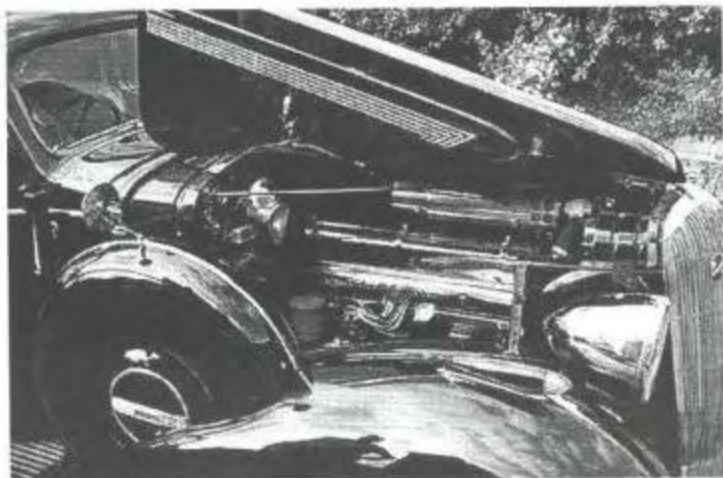
nation ceremony had taken place. But he abdicated (*resigned*) before that happened.

The car was delivered in March, 1936, three months after King George's death, along with a Roadmaster for Mrs. Simpson. By then, Edward's relationship with Wallace Simpson was more open, and it became obvious that the car had been specifically built for Edward's previously secret trysts with Mrs. Simpson, hence the extreme privacy measures incorporated in the car.

When Edward abdicated in December, 1936, he was driven to Windsor Castle in the Buick to make his abdication speech to the nation. Meanwhile, Mrs. Simpson left for France in her Roadmaster. Not long after, Edward's Buick took him to France, where he married Mrs. Simpson and they lived until World War II began.

Two years later, he replaced the '36 Limited with a '38 Limited and later a '39 Roadmaster while the Duke and Duchess of Kent bought a trio of Buicks in the 1937-1939 period.

Then the war came, the Windsors moved to the Bahamas where he became Governor-General and the Duke of Kent was killed in an airplane crash. And that was the end of British Royal Buicks.



The current Prince Edward in the drivers seat.

SPECIAL

OR

CENTURY?

By the Editor

When you see movies or still photos of 37/38 Buicks, you may wonder if you're looking at a Special or Century. Here's how to tell.



As you can see on a Special, the front of the runningboard is about even with the door crease (*front of the door*). In addition, on side-mounted Specials, the back of the sidemount cover is about even with the door crease.

But on Century's, the front of the running board is several inches ahead of the door crease. On sidemounted Centurys, the back of the sidemount cover is several inches ahead of the door crease.

This is a '38 Century running board on a car without sidemounts. Notice how the front of the running board is several inches ahead of the door edge.

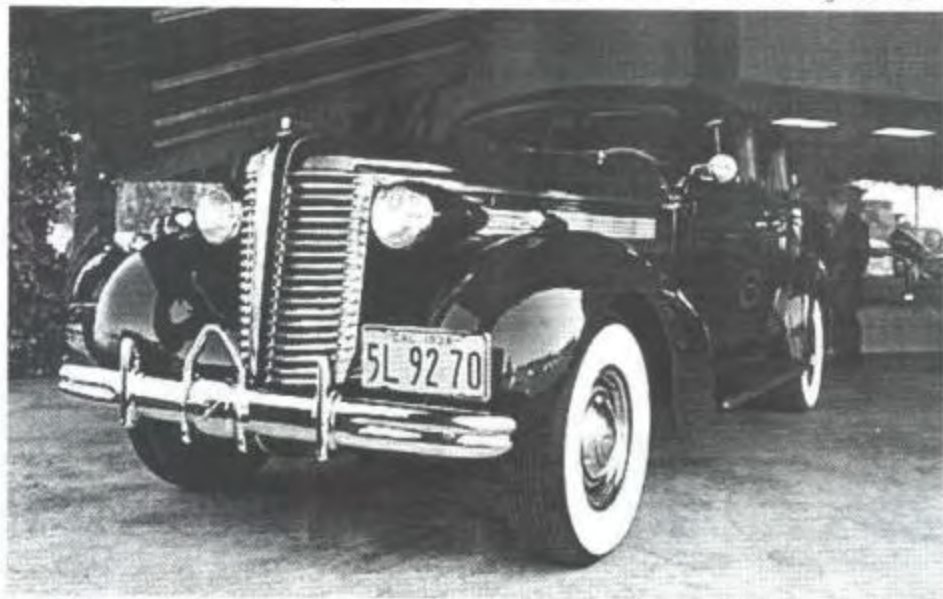
Now you'll be able to tell at a glance if you're looking at a Special or a Century. Thanks to **Gary Glazier** (#1005) who suggested this article.

DREAM OF THE CENTURY

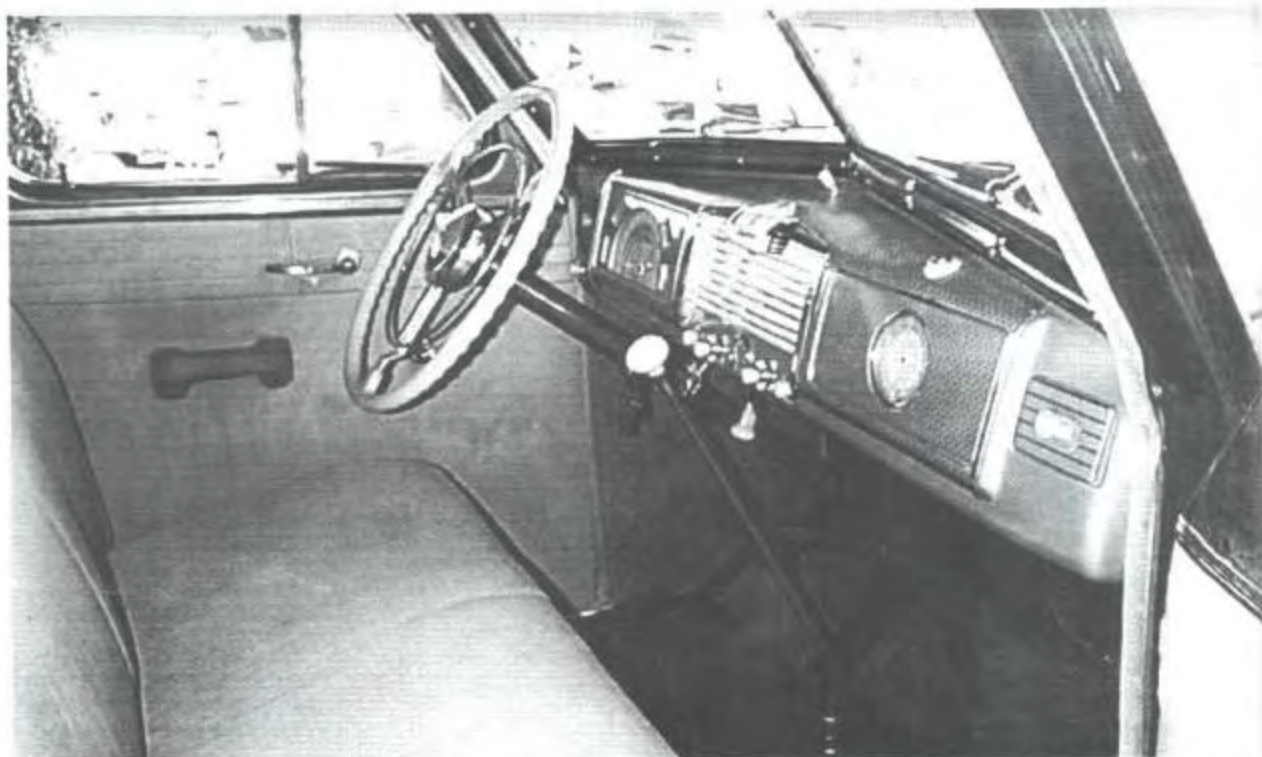
By Paul Borgwardt (#1368)-Walnut Creek, CA



This story begins many years ago, when I attended an all Buick car show. I was already a Buick fan of the '60's and '70's, but had not paid much attention to the earlier year models. As I walked through the rows, two series in particular caught my eye. The first were '42 to '48 convertibles and second were '37-'38 sedans. I added these to my Buick wish list and vowed to own one of each some day.



An all original 70k mile Sequoia Cream '48 Super convertible found me in the 1980's, and I still own it. One off the wish list, one to go! My search for a '37 or '38 would continue. I learned of the '37-'38 Buick Club and joined about 5 years ago. Looking through the Torque Tube classifieds, I found several cars that sounded interesting, but turned out to be either too rough or too expensive.



Ideally, I wanted a Gainsborough Blue 4-door Roadmaster or Century trunk back sedan. As luck would have it, last June a friend called to tell me of a '38 Century sedan for sale just 10 miles from my home! I immediately made arrangements to see it. As the owner opened the garage door, there sat the blue sedan I had been looking for. The exterior paint and chrome had been refinished and the upholstery was the original diamond pattern, nearly as new. And it had a perfect chevron dashboard, excellent woodgrained garnish moldings with minimal wear on the driver's and passenger doors. And no rust! And it also had the accessory deluxe heater, radio and front bumper grille guard!



I learned that the car was sold new in Burlingame, CA., just a few miles away and had always been garaged. I took a road test and found that it drove and performed as well as it looked. Needless to say, I bought it that day. Now my Buick wish list is no more. With a few mechanical upgrades and some detailing, it has already earned two second place awards. So keep looking because sometime dreams do come true!

My Canadian Convertible

By Dan Lash (#1468)-Michigan

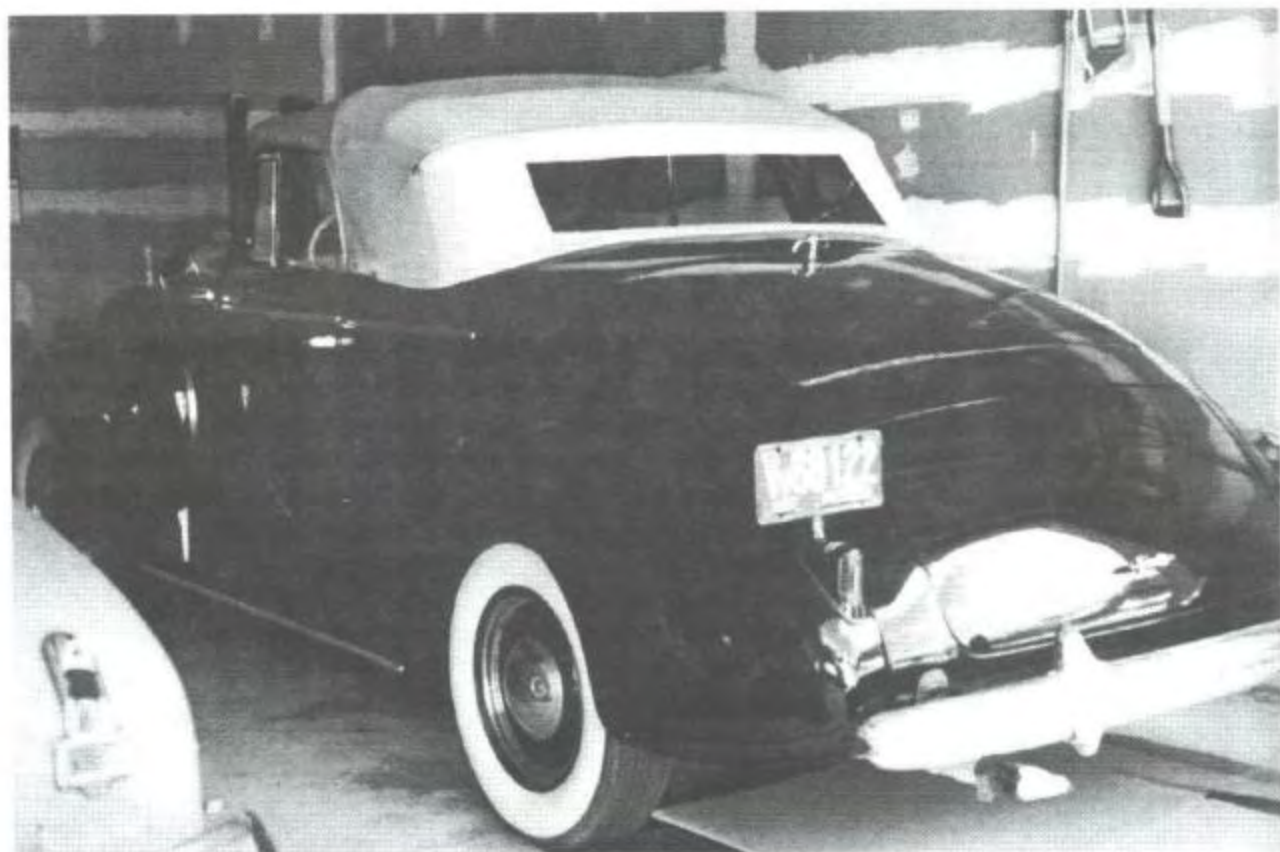
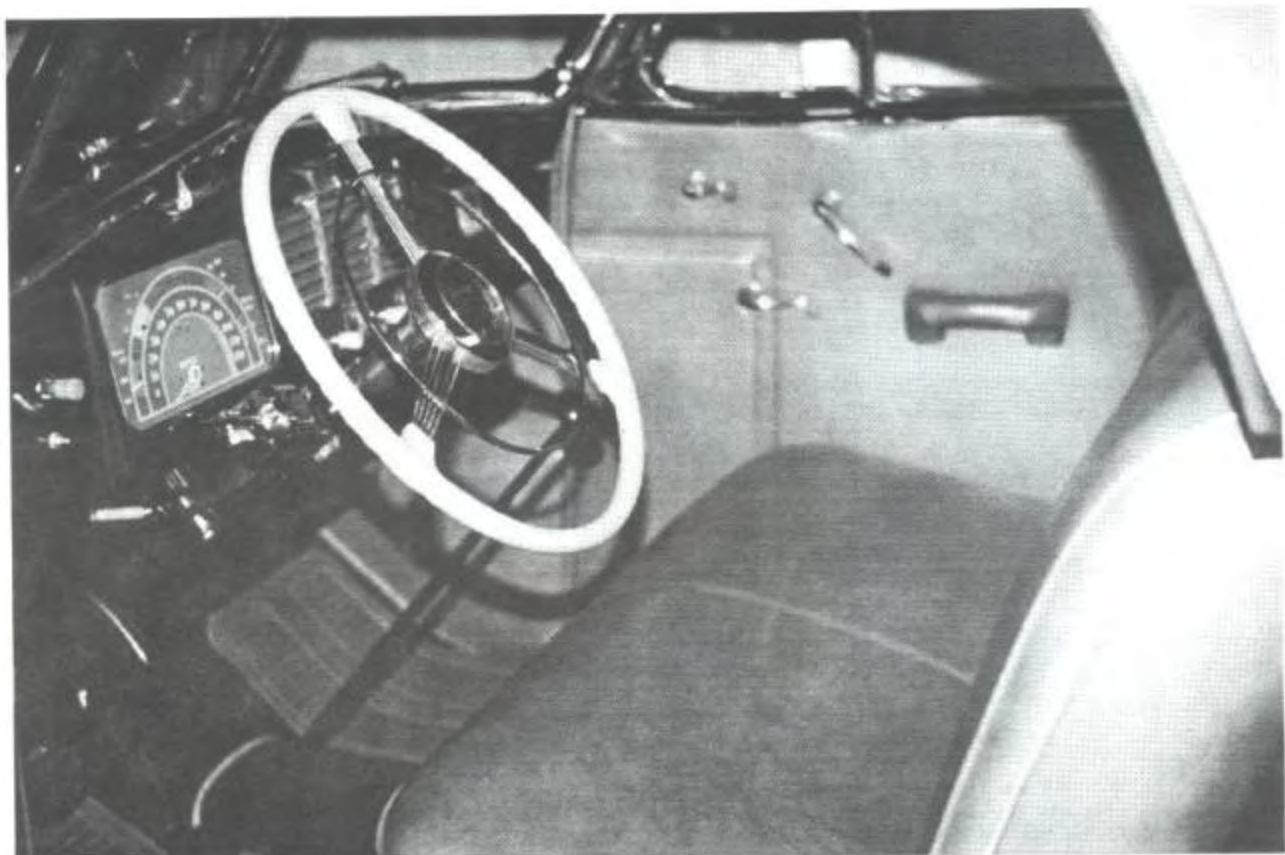


My black '37 Special McLaughlin-Buick Convertible Coupe was assembled in Flint, MI and then shipped to McLaughlin Buick in Canada. (ED: All '37 and '38 open cars were assembled in Flint Note Dan's car has the correct and rare '37 convertible coupe rear window with the verticle bar in the center).

The car has the US, not Canadian data plate. It originally was painted number 508 (Samarra Beige) with trim number 343 (Tan Bedford Cord) upholstery.

Most open cars had leather upholstery. Today it has tan leather upholstery. The Body Number is 1647 out of a total of 2,399 37-46C's made. Of these, a total of 134 were exported and this was one of them.

The car has McLaughlin-Buick 6 lug wheels as used on Chevrolet trucks with left hand threads on the left side and right hand threads on the right side. It has Canadian hubcaps with three ridges around the edge and BUICK in the center. I enjoy driving it when the weather is nice.



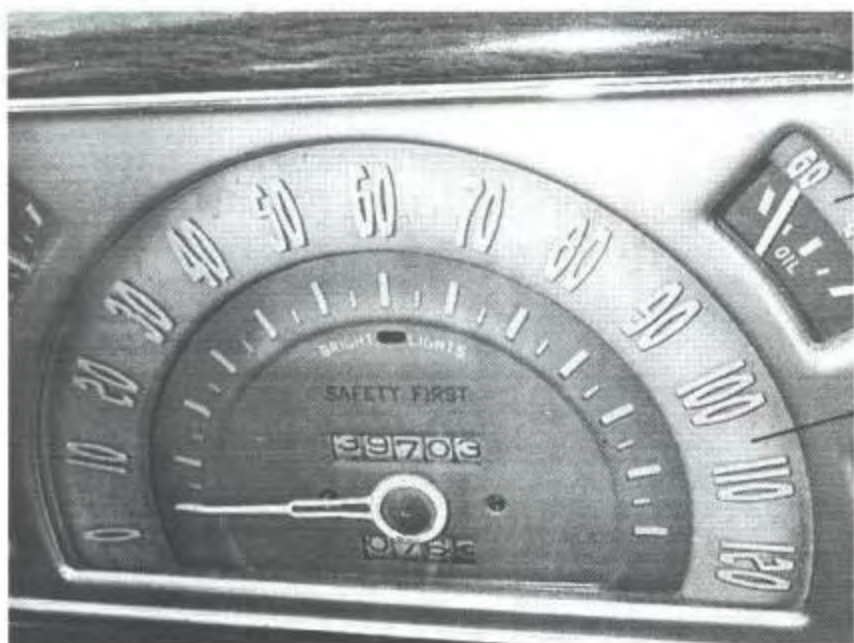
This photo shows the rear window curtain folded down.



Technical TIPS

By the Editor

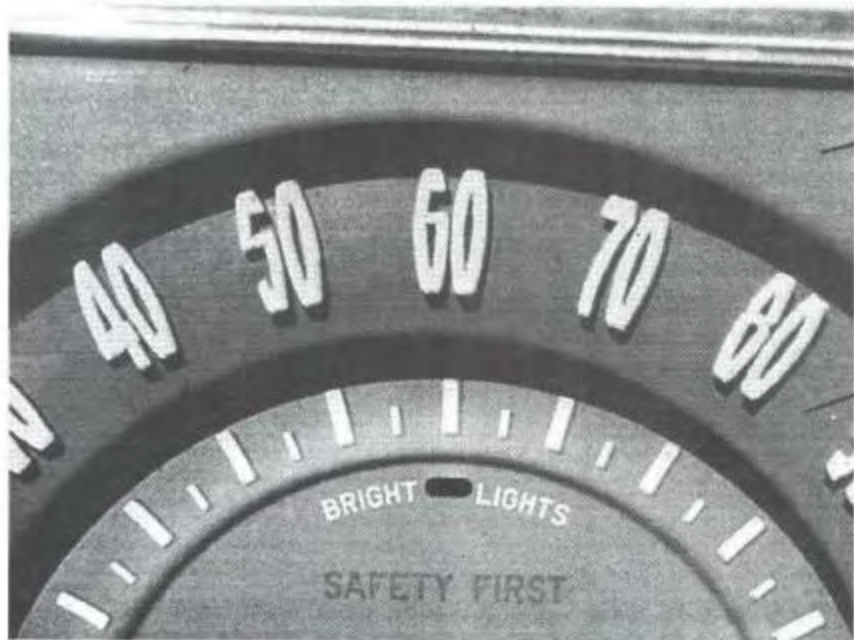
FADED 1938 INSTRUMENT COLOR



GRAY
(faded)

GRAY
(faded)

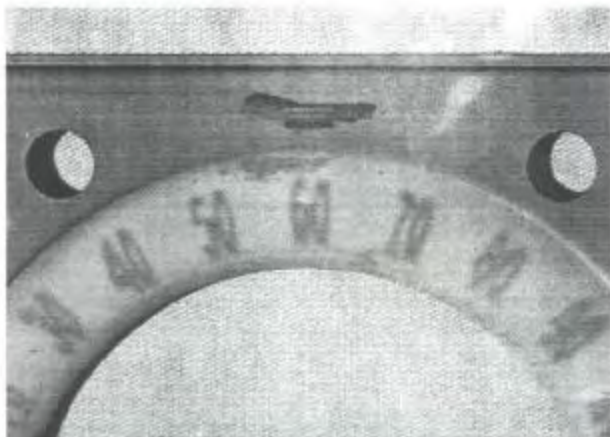
Many 1938 Buicks have a gray instead of a tan background behind the speedometer and gauges. It is especially noticable behind the speedometer digits as they are large. This fading is because sunlight and time have changed the original tan color.



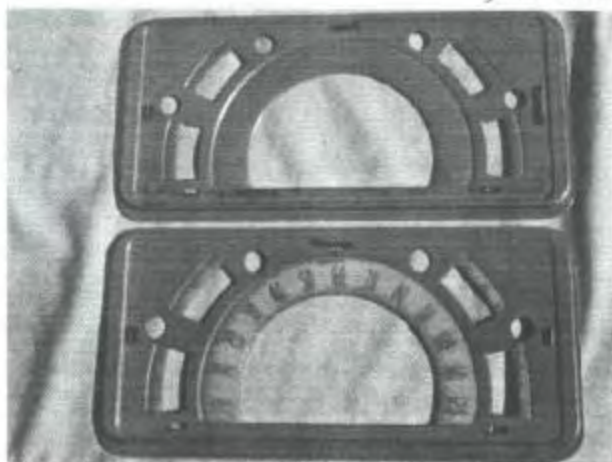
INSTRUMENT
PANEL
ALSO
TAN

TAN
(correct)

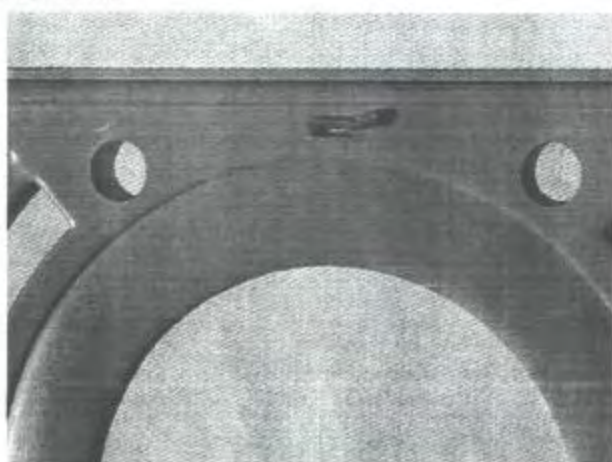
This is what the correct tan background looks like. It's the same tan color as on the ash trays, instrument panel, radio dial and the background for the digits 15, 30, 45 and 60 around the outer edge of the clock. Buick called this color taupe.



This shows a close-up of a faded background panel after removal of the dial glass. The dial glass has the digits silk-screened on. Reproduction speedometer dial glass is available for '37 and '38 Buicks from Bob's Automobilia.



This photo shows both a faded and non-faded background panel. To get at the panel, you have to remove the instrument cluster and pry off the outer cover and remove the dial glass.



This shows a panel with the correct tan (taupe) paint. The entire panel should be painted this color as it forms the background for both the speedometer and all four gauges.

Areas on the panel that were not exposed to sunlight show the original color. I took the panel to the store to see if I could find an aerosol can with the correct paint. The closest I could come was a light brown color, not a good match. So I sent the panel to **Tower Paint** and had them match to the unfaded area. Their address is:

Tower Paint
922 Oregon St.
PO Box 2345
Oshkosh, WI 54903-2345
Phone: (800) 779-6520 or (920) 235-6520

For around \$25, they will match your paint and send you a 16 ounce (454 gram) aerosol can. They use Dupont/PPG automotive finishes. Tower calls the color Faun Metallic. Use it to bring the background, ash trays, radio dial & instrument panel back to their original tan color. Get rid of the gray!

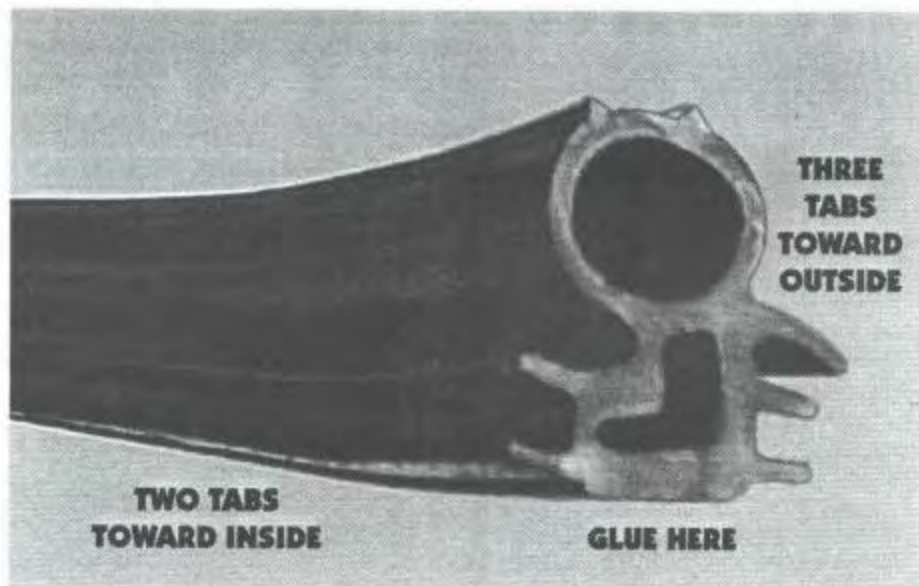


Technical TIPS

By Danny Vincens (#1359)-Louisiana

LYNN STEELE TRUNK WEATHERSTRIP

The people at Steele Rubber Products were kind enough to answer my question about the direction of the weatherstrip on the trunk of my '37 Special sedan. They told me the three tab side goes to the outside and the two tab side goes toward the inside of the trunk opening.



7/8"

1937-40 Seal, decklid channel, hollow. Sedans only. Replaces #4091472. 14-1/2 foot strip.

1937: Series 40 & 60 sedans
1938: Series 40, 60, 80, & 90 sedans
1939: All sedans
1940: Series 40, 60, 80 & 90 sedans

70-0083-85 \$58.70/ea.

Steele Rubber Products Inc. 6180 Hwy 150 E., Denver, NC 28037
Call: 800-544-8665 704-483-9343 Fax: 704-483-6650

REPAIRING ARM RESTS

By Bob Bushaw (#1466)-Mt. Vernon, WA

While removing the old upholstery from my 1937 Model 41 4-door sedan, I broke the rear arm rest forms. And there were also some small pieces missing from the edges. The arm rests are made from some kind of pressed paper and at over 60 years old were brittle.

To repair these areas, I glued the broken pieces together and cut pieces of heavy card-

board and glued them in to replace the missing pieces. I used Elmers Hobby & Craft Glue.

After these areas were dry, I cut patches of burlap large enough to cover both sides of the repair. I spread a generous coat of Elmer's glue over the repaired areas and pressed the burlap firmly into the glue. And when finished, the glue and burlap are easy to drive tacks into when reupholstering.

RUMBLE SEAT FLOOR MATS

Technical TIPS



By Karl Anderson (#47)-Virginia

This is the original rumble seat mat that was in my '37 convertible coupe when I purchased it in the 1960's. It is made out of tan ribbed rubber similiar to the front floor mat. It has a rectangular Fisher Body logo of an antique carriage as on the front floor mat. The dimensions are:

Horizontally across top of mat53 1/4" (1.35 meters)

Horizontally across middle of mat48" (1.219 meters)

Horizontally across bottom of of mat48" (1.219 meters)

Vertically the mat is 27" (68.58 cm)

The mat has a 1 3/4" blank (*no ribs*) border on all four sides.
The mat has the number A98573 molded at the bottom edge.

WELCOME New Members

Donald Van Buskirk (#1601)
140 Fulton St. SE
Albany, OR 97321
37-81F

Pierce Fleming (#1602)
4409 Glenwood Avenue
Golden Valley, MN 55422
38-61

Jim Cordon (#1603)
110 East Way
Camillus, NY 13031

Willard Smith (#1604)
6415 Wailea Ct.
Grand Blanc, MI 48439
38-46C

Donald Bolton (#1605)
4875 E. Maychelle Dr.
Anaheim Hills, CA 92807

John Caminidi (#1606)
8964 Grosley
Redford, MI 48239

Mike Taylor (#1607)
1649 10th St.
Manhattan Beach, CA
90266
38-66S

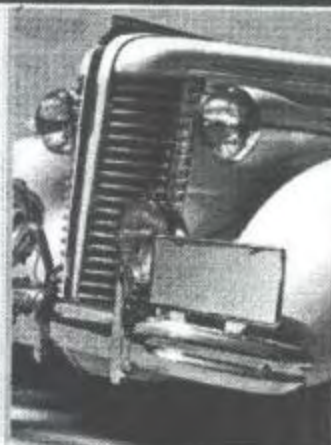
Bill Boyce (#1608)
2764 Cedarbrook Ct.
Fairfield, CA 94533

Richard Hampel (#1609)
500 Grant Ave.
Pitman, NJ 08071
37-46

Robert Herberger, Jr. (#1610)
2 Fox Run
Wappingers Falls, NY 12590
37-46

William Dotter (#1611)
Box 24
Itasca, IL 60143
37-81

The 1937/38 Buick Story



TO ORDER:
Send check or money order
for \$30 (per book),
made payable to
"Walter Bruegger"

AND SENT TO:
Walter Bruegger
2432 Bridwell Way
Hayward, CA 94545

Welcome to 24 months of power-packed
drama when new 1937 and then 1938
Buick blazed a path of demand and glory
across the America consciousness.

TOTAL COST:
just \$30 per book
(includes 1st class postage)

FOREIGN
ORDERS
please ADD
\$5 for handling

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks.

Don't delay, order today!

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• PARTS FOR SALE

Tan floor mat w/pads	\$175
Heater w/new core	\$100
Aluminum trim strips at bottom of door next to carpet	\$75 pair
Chrome molding for interior of door	\$35
Lower A arm frame	\$50 pair
King pins	\$25 set
Front running board support mounting bracket	\$10
1938 steering wheel core	\$20

Shipping extra

Polo Feliciano (#1017)

e-mail: prob95gt2@netscape.net

Phone: (530) 347-5258 in Northern California

• 1937 & 1938 PARTS

1937-1938 60-80-90 Connecting rod bolt nuts	\$.25 each
1937-1938 Headlight dimmer switch, NORS	\$10
1937 40-60 Outside locking door handle, 1st type with offset shank, marked T19500	\$30
1937-1938 Outside non-locking door handles, used, marked H30087, H32253, H17712, H30075	\$10 each
1937-1952 Ignition point set, NORS	\$7 each
1937-1938 60-80-90 Transmission counter gear bearing retaining washers	\$4 pair
1938 gas gauge	\$65
1938 Right taillight bezel, used	\$10
1938 rear fender fuel door spring, right side	\$2
1938-40 After engine #4-3445305, complete rocker arm assembly, used	\$35
1938-40 Clutch release rod adjusting nut	\$6
1938-40 after engine #4-3535259 waterpump, GM, rebuilt	\$65
1938 color sales catalog, black cover good, used	\$75

All parts NOS except as noted. Please add 15%, \$4.00 minimum postage.

Bob Graves (#1136)

56 Dartmouth St.

Lynn, MA 01904

Phone: (781) 593-9534 evenings

• **PARTING 1937 AND 1938**

The following is just a portion of what's available. Call with your needs.

• **1937 PARTS**

SPECIAL hood name plates	\$40 pair
Large Series AA-2 Carburetor, complete	\$300
Cigar lighters	\$25
Century sidemounts, complete	\$1200
Coupe & convertible coupe seat	\$200
Century wheels., excellent condition	\$100 each
40/60 Series rear brake cables, good condition	\$40 pair
Master and deluxe heaters	\$75 each
Century radiator	\$75
Special radiator	\$75
Rear springs 40 & 60, good condition	\$100 pair
Radio delete plates	\$15
Small series throttle linkage	\$25
Big Series rocker assemblies	\$50
Fender lights	\$65 pair
Trunk lights, complete	\$50
Tail lights with lenses, all series	\$50 pair
Wiper transmissions	\$50 pair
Special manifold.	\$75
Throttle cable	\$20
Special transmission	\$100
Special splash pans	\$40 pair
Century hood	\$100
Headlight switch	\$20
Radio grilles	\$15
Wiper motors	\$15
Trunk hold-up arms	\$20
Sun visors	\$20
Bumpers	\$40 each
Bumper arms	\$15 each
Steering wheel	\$50
40 & 60 running board brackets	\$50 set
Buick creast badge for hood trim strip	\$50
Gas pedal	\$15
Small and large series generators	\$75
Special sidemount fenders and covers, solid and straight with all hardware	\$2000
Special rear end with 3.9 gears, complete	\$650

• **1938 PARTS**

Original Century hood hinge, good condition	\$125
Instrument cluster with working temp. gauge	\$150
Master heater	\$75
NOS left taillight housing and base, no lens	\$35
Century motor, complete long block	\$500
Limited door sills	\$75 set of four
Breather tubes	\$10 each
734Z starter with solenoid	\$50
Special hood lettering	\$20 pair
Defroster ducts	\$15 pair

(continued Parts For Sale from page 24)

Rear license plate stand, bracket & light for sedan	\$45
Tail lights, complete	\$100 pair
Assist straps with screws	\$10 each
Throttle cable	\$20
Special radiator	\$75
Battery tray	\$20
Special manifold, complete	\$75
Special hood sides & tops	\$25 each
Century radiator	\$100
Used 5 post voltage regulators	\$25

• **1937 & 1938 PARTS**

40-60 Lower inner shaft and bushings, new	\$90 pair
Large series transmissions	\$300
Special air cleaners	\$50
Radio hanger brackets	\$25
Large series flywheel with good teeth	\$100
Big Series spark plug cover	\$100
Headlight buckets	\$20 each
Large series fan belts, new	\$15
Map light switches	\$15
Small series spark plug covers	\$40
Rear fender splash aprons	\$15 each
Big Series manifold ends	\$50
16" beauty rings	\$10 each
Headlight bezels	\$20 each
Trunk hinges	\$50 pair
Front arm rests	\$25 pair
40 & 60 rear vent windows, need plating	\$50 pair
Rear view mirrors	\$15
Special rear motor mounts	\$25
Century rear motor mounts	\$35
40 & 60 4 dr. sedan doors	\$75 each
Front vent window frames & mechanisms	\$35 each
Big Series fuel pump cores	\$35
4-Post voltage regulator, used	\$25
15" Beauty rings	\$10 each
Headlight adjusting buckets	\$100 pair
Radios	\$125 each
Limited dome light	\$65

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(763) 427-3460

• **1938 PARTS**

Original rechromed 1938 Buick crest that goes on the stainless between the grille halves. Perfect condition. Only needs to be painted	\$50
--	------

Paul Borgwardt (#1368)

2656 West Newell Ave.

Walnut Creek, CA 94595

Phone: (925) 947-2937

• **1937 & 1938 PARTS**

1937/1938 Sidemount tread cover stainless trim:

1 piece measures 52 3/4" circumference	\$35
1 piece measures 55" circumference	\$45
37/38 (40/60 series) NORS Wagnerfront brake hose	\$15
37-80C and 38 all open cars NORS Wagner rear brake hose	\$15
37/38 Special NOS AC air cleaner element	\$50
37/38 Big Series air cleaner element	\$50
37/38 NOS front shocks	\$190 pair
37 (40/60) rebuilt rear shocks	\$175 pair
37 (40/60) right rear NOS delco wheel cylinder	\$25
37 NOS starter switch for Stromberg carburetor	\$75

John Johnson (#697)

276 N. Seymour Ave.

Mundelein, IL 60060

(847) 566-5005

• **1937 & 1938 PARTS**

37/38 Big Series fan belts, NOS	\$20 each
37/38 Big Series sparkplug cover, excellent	\$100
Full set of used 37 hubcaps	\$80 set

Steve Nathanson (#651)

E-mail: my37buick@aol.com

Parts WANTED

WANTED:

1938 Big Series Engine (60-80-90). Must be usable as is. Will consider short block, URGENT. Also someone to help me sell my supply of antique auto parts. I'm moving out of Ohio and am physically not able to handle this. Thanks.

Bert Fink (#941)

Phone: (440) 423-4792

WANTED:

1938 Stromberg AAV-2 carburetor for 1938 big series car.

Harold Betka (#414)

12813 U.S. 23

Cheboygan, MI 49721

Phone: (616) 627-5884

WANTED:

WORKING speedometer for a 1939 Buick.

Thanks

Curtiss Burr (#1559)

138 Inverary Drive

Watertown, CT 06795

Phone: (860) 945-9565

E-mail: Burr@jcj.com

WANTED:

Two 16" rims for 1938 Special, preferably from SF Bay Area.

Mark Garcia

4795 El Rey Ave

Fremont, CA 94536

E-mail: mgarcia@microlambdawireless.com

Phone: (510) 792-6731

WANTED:

Trippe, Pilot Ray or Super Ray driving lights, also oval Guide Fog lights, parts ok.

Jim Wallace (#283)

16438 Gilmore St.

Van Nuys, CA 91406

Phone: (818) 785-7246

Parts WANTED

WANTED:

- Big Series oil bath air cleaner.
- Passenger side sidemount cover
- Rear bumper stone deflector
 - For 1938 Century.

Thanks

Hugh Morris (#322)

11213 Forest Rain

San Antonio, TX 78233-7214

Phone: (210) 653-9688



WANTED:

I need the sidemount tread cover stainless trim. Not the small stainless ring on the face plates.

Help me replace the ugly plastic stuff that's glued on. Thanks.

Nigel Leedham (#1498)

423 Madison Street

Coquitlam, B.C.

Canada V3K 5B9

E-mail: neleedham@telus.net

Back Issues Still Available!

The following Back Issues of the Torque Tube are available for \$5.00 each postpaid.

- 1991-1992 Volume X - Numbers 1, 2, 3, 4, 5, 7, 8 & 9
 - 1993-1994 Volume XII - Number 6
 - 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
 - 1996-1997 Volume XV - Number 5 & 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6
- 1999-2000 Volume XVIII - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

1938 BUICK SPECIALS BY VICTORY MODELS

New Price
for convertibles
\$135.00
each

NEW



In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP



1/43RD
SCALE

NEW



In MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

CATALOG
#34
\$2.00



VL-1 1938 SEDAN and VL-2 1938 BUSINESS COUPE STILL AVAILABLE at \$125.00 EACH - SHIPPING \$6.00 first model, & \$1.00 each additional model
Send Inquiries and Checks Payable to:

RAY PASZKIEWICZ, JR.

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-9297

Literature **FOR SALE**

FOR SALE: 1937 LITERATURE

1937 Dealer Fact Book, excellent	\$125
1937 Dealer Service Bulletins, good	\$45
1928-1940 Master Chassis Parts List, very good	\$100
1937 Buick Owners Manual w/original envelope and repro envelope	\$65
October 1936 Buick magazine with color foldout of the the 1937 models	\$60
1937 Buick Centerline original radio manual	\$60
1937 three different sets of paint chips and other related material.	
Call for more information	\$75
Sixteen 1937 Buick ads, all different	\$100
Set of Miscellaneous 1937 literature. Good Housekeeping In Your Car booklet, electric clock tag, blank Buick service owners policy, Delco battery warranty card, hand written insurance receipt for 1937, original literature on how to convert your headlights. Sell as a group only. Call for details	\$40
1937 It's Buick Again black and white ad, 7" x 10"	\$10

Jerry Root (#422)

71 South Pollard Dr., Fulton, NY 13069

(315) 593-2346

FOR SALE: LITERATURE & BUICK AUTOMOBILIA

1. Buick Magazines sent by Buick Division each month. 40 Pre-war issues dated 1935 to 1942, some gaps. Contain travel destinations, testimonials, plus ads for period accessories. Prefer to sell to one collector for \$1,260. Hurry, if broken up must take year to year. Send for list.
2. Buick Magazines, 106 issues dated from first issue after the war, 1946 to 1957, some gaps. See ad in July Buick Bugle.
3. Torque Tube collection, good for research and technical tips for our cars. (*I copied what I needed*). Includes rosters. I would like to sell as a whole, or at least in groups as listed.
 - A. Early copies, includes pre-Torque Tube issues. 50 issues from July 1984 to December, 1989, plus 3 rosters \$212
 - B. Jan. 1990 to Aug. 1993. 31 issues plus 3 rosters \$123
 - C. Sept 1993 to Aug. 1999. 38 issues plus 3 rosters \$144
4. GM ashtray showing a 1937 Buick front end. Says: "Who serves progress, serves America." Produced by Ternstedt Division of GM. Heavy pot metal, one in bronze and one in chrome ... \$100 each
5. Choice cloisonné screw-back and pinch back lapel pins:
 - A. Gold color shield with Buick crest in red/white/blue. Says "Buick 8 leader in service progress," one in silver \$50 each
 - B. Gold color circle with Buick over blue/white. Says "The leader in service progress" face dated 1937. "Southern Area." Also one in silver and one as tie clasp \$65 each
 - C. Gold color crown over Buick crest, red/white/blue. Says "Royal Purple Salesmaster" \$50
 - D. Gold color wreath over Buick crest as a tie clasp. Says "Buick Salesmaster" \$50
 - E. Gold color tri-shield red/white/blue. Says "Best in Class" \$50
6. Pocket medallion/medal face dated 1937 for union loyalty. Awarded for winning the sit down strike (*mainly against Chevy*). Between half dollar and silver dollar size, nice embossing also showing industrial shop scene. Never seen another, rare \$200
7. Pocket knife/nail file, old Buick script in blue over white, back lettering advertise "Howard Auto Co." an early West Coast Buick distributor, in cloisonné. Looks great, blades rough \$100

Mike Vosganian (#447)

4626 Santa Lucia Drive, Woodland Hills, CA 91364

Phone: (818) 887-7167

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FOR SALE: 1937 SPECIAL

1937 Model 40, 4 Door Sedan,
New Upholstery, New Paint, New Tires,
New Glass, New Rubber Moldings,
72000 Original miles,
Excellent Condition and Driver.

\$6,500.00

No Phone...E-Mail at...tomarical@juno.com

Or write:

Tom Allen

PO Box 282

Harmonsbury, PA 16422

FOR SALE: 1937 SPECIAL

1937 Special 4-door sedan model 41. Fully restored. Mechanically perfect, drive anywhere. New upholstery, cherry red paint, wire wheels, other wise original.

Very nice car. Video is available for \$5.00 check.

\$15,500.00

or best offer.

John Shanks

Phone: (248) 437-8743

E-mail: jpslinks@earthlink.net

FOR SALE: 1937 ROADMASTER

Sedan Model 81

Solid car, originally from North Carolina. Older black enamel repaint. Restoration started 1991-1995. Valve job, engine detailed, rebuilt water pump, manifold, fuel pump and radiator redone. New transmission and engine mounts, some brake lines redone, rear window rubber, new ivory steering wheel and nice original dash. Believe 69,000 miles is correct, passenger side sidemount fender and hardware in primer, three new wide whitewall tires, proper rims, NOS hood ornament, new wiring harness (not installed), three gallons of Bengal Brown Nitrocellulose lacquer, new hubcaps, NOS running board stainless, one running board restored. Car is 100% complete, indoor storage. Both front fenders and nose in primer and off car.

\$4,500.00

Lewis Cohen (#584)

58 North Racebrook Road

Woodbridge, CT 06525

Phone: (203) 397-2723

FOR SALE:

1937 CENTURY

Black 4-Door Sedan

Model 61

Rare original.

Runs great.

Recent motor work, starter, water pump etc.

Nice authentic interior.

In northern California.

Pictures at web site:

www.anticquecar.com

Steve Nathanson (#651)

E-mail:

my37buick@aol.com

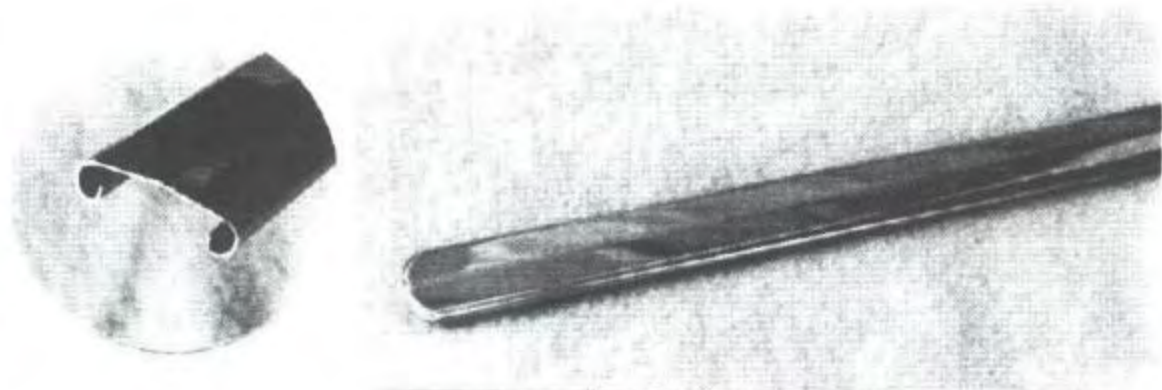


1937-1938 Buick "Hood Hinges"

FOR SALE

All stainless steel reproduction of the original trim

\$195.00 plus shipping and tax (ca)



All orders custom "cut to length"

to fit your model and year.

(916) 362 2597

email: marbo1000@a netscape.net

Bohs Specialty Parts

9282 Sungold way

Sacramento, Ca. 95826

1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. **SATISFACTION GUARANTEED.**

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

SATISFACTION GUARANTEED. \$39.95 including shipping.



TERRY DUNHAM
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057

e-mail: Buickohv@aol.com • web site: www.OldBuickArchive.com

1937-38 BUICK



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....	\$1.90 ft.
Clip-in.....DW-80.....	\$3.50 ft.
Clips.....WC-80.....	\$0.75 ea.

DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$2.75 ft.
---------------------------	------------

TRUNK SEAL-SEDANS, 1/2" Wide:

Ser. 80-90.....TW-371.....	\$38.50
Sedans, 3/4" Wide:	
Ser. 40-60.....TW-371S.....	\$38.50

TRUNK SEAL For COUPES, 5/8" x 1"

Sponge.....TL-369.....	\$2.00 ft.
1/2"x1"x16".....TL-1129.....	\$48.50

CLUTCH and BRAKE PEDALS Ser. 40-60

Black.....CB-343BK.....	\$6.25ea
Brown.....CB-343BN.....	\$6.25ea

PEDAL FLOOR SEALS: All Models

FS-375.....	\$12.95 pr.
-------------	-------------

1937 ONLY! ACCELERATOR PEDAL Ser 40-60

Black.....AP-37B.....	\$32.00
Brown.....AP-37BN.....	\$35.50

SHIFT BOOT, 1937-38 Series 40 Only!

Black.....	\$9.25
Brown.....	\$18.50
Series 80-90 Black Only.....	\$8.50

DOOR SILLS: Trim To Fit

2-Door.....	\$69.50 pr.
4-Door.....	\$104.25 set

GLOVE BOXES.....\$27.00 ea.

PARKING LIGHT LENS.....\$18.95 ea

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CK-360C.....	\$26.50
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VISOR "VANITY" MIRROR.

VM-379.....	\$28.50 ea
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LICENSE PLATE FRAMES. Chromed Brass

LF-333P.....	\$62.00 Pair
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FRONT END PARTS For 40-60 Series:

Upper Outer Kit.....	\$39.50
King Pin Sets.....	\$39.75
Lower Inner Bushings.....	\$22.00
Tie Rod End.....	\$27.00

EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$192. Center \$192. Valve Body \$199

RUNNING BOARD INSULATORS, 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-378S.....Set of 8.....\$175.00

HOOD REST PADS, 1937-38 6-8 Per Car.

HR-378.....\$3.50 ea.

DASH GLASS. SILK-SCREENED on Back of Glass in Colors as Original.

1937.....	SPEEDO.....	DG-37.....	\$39
.....	RADIO.....	RG-37.....	\$28
.....	CLOCK.....	CG-37.....	\$28
1938.....	SPEEDO.....	DG-38.....	\$39
.....	RADIO.....	RG-38.....	\$28
.....	CLOCK.....	CG-38.....	\$28

PLASTIC DASH KNOBS.....DK-37/8.....\$6.00

PLASTIC DOOR HANDLE and Window-Winder Rings.....HE-37/8.....\$6.00

OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS,
1 FERRULE & 1 GROMMET Per Set.

1937.....	DGF-296.....	\$9.50/Set
1938.....	DGF-380.....	\$5.50/Set

DOOR FERRULE INSTALLATION TOOL

\$20 Refundable if Returned Within 30 Days

DF-TOOL.....\$29.25

1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$9.75

MOTOR MOUNT, FRONT, All Models

ROUND PADS.....	SP-338.....	\$11.00 pr.
MOUNT.....	MM-347.....	\$52.50 pr.

1937 HUB CAPS, All Ser.....HC-37.....\$60 ea.

Wheel Beauty Rings 15" or 16".....\$110/ Set of 4

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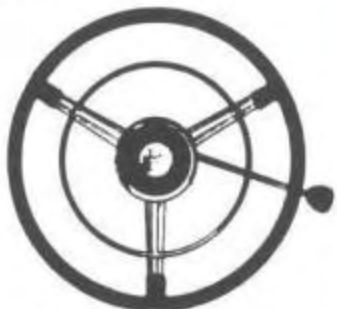
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